RAILWAY SECRETARIAT.

Notification No. R. S. 2463, dated 18th April 1923.

Under Section 31 of the Mysore Railway Regulation, 1894, the Government of His Highness the Maharaja of Mysore sanction the adoption, on the railways over which the Mysore Government have jurisdiction, of the amendments specified in the enclosure to Railway Board's Circulars noted in the margin, in Parts I and II of the General Rules of 1906 for working open lines of railway in British India, which rules were published by this Government for information, in their Notification No. 74—Ry., dated 1st August 1907, *vide* Supplement to the *Mysore Gazette*, dated 29th August 1907, and the subsequent amendments thereto have similarly been notified in the Gazette from time to time.

1. Circular No. 198-T—20, dated 28th April 1921, published under Notification No. 198—T. 20, dated 4th May 1921.
2. Circular No. 198-T—20, dated 29th August 1922, published under Notification No. 198—T. 20, dated 4th September 1922.

2. The amendments as sanctioned above are hereby published for general information.

By Order,
C. DOVE-WILSON,
Secretary for Railways.

No. 198-T.—20.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla the 28th April 1921.

AMENDMENTS IN CHAPTERS II, V AND XIII, PART I, AND IN CHAPTER III, SCHEDULE I, PART II AND REVISION OF SCHEDULE VI, PART II, OF THE GENERAL RULES OF 1906 FOR WORKING OPEN LINES OF RAILWAY.

In view of Rule 109 (*c*) (*ii*) of the General Rules for working open lines of railway which allows permission to approach to be given when the line is clear up to the Home Signal, if no shunting board or an advanced starter is provided, the Railway Board have been advised that General Rule 110 should allow shunting in the face of an approaching train in such circumstances up to the Home Signal and they consider that an amendment in this rule is necessary. As a consequence of the revision of General Rule 110, it is also necessary to revise Rules 44 (*c*) and III of the Open Line General Rules.

2. It has been suggested to the Railway Board that all details regarding the colouring of line clear forms should be incorporated in the General Rules, and they consider that this is necessary.

3. Since the issue of Railway Board's Resolution No. 793-T.—16, dated 6th August 1917, certain further amendments have become necessary in the revised rules regulating the packing and carriage by railway in India of dangerous goods other than explosives, which were promulgated with Railway Board's Resolution No. 1025-R. T., dated 10th June 1912.

4. In exercise, therefore, of the powers conferred by the Notification of the Government of India in the Department of Commerce and Industry, No. 801, dated the 24th March 1905, the Railway Board sanction under Section 47, sub-section (3) of the Indian Railways Act, 1890 (IX of 1890), the adoption by the administrations of all lines of railway in British India administered by the Government and for the time being used for the public carriage of passengers, animals and goods, of the amendments specified in the annexure hereto, to the General Rules of 1906 for working open lines of railway.

5. The Railway Board also desire that the said amendments may be brought to the notice of the administrations of the several railways not administered by the Government and that the Agents of those railways may be invited to submit a formal application for the adoption of the said amendments on their respective lines.

The Government of Bombay, Public Works Department.
The Government of Bengal, Public Works and Marine Departments,
The Governments of the United Provinces, Bihar and Orissa and Assam, Public Works Department.
The Agents, Assam-Bengal, Barsi Light, Bengal and North-Western, Bengal-Nagpur, Bombay, Baroda and Central India, Burma, East Indian, Great Indian Peninsula, Guzerat, Madras and Southern Mahratta, Rohilkund and Kumaon and South Indian Railways.
The Agent and Chief Engineer, His Exalted Highness the Nizam's Guaranteed State Railways.
The Manager and Engineer-in-Chief, Bengal Dooars Railway.
The Managers, Bhavnagar State, Dholpur-Bari, Jodhpur-Bikaner and Udaipur-Chitorgarh Railways.

ORDER.—Ordered, that this Resolution, with the accompanying amendments, be published under a notification in Part I of the *Gazetee of India*, as required by section 47, sub-section (3), of the Indian Railways Act, 1890 (IX of 1890), and that a copy

Messrs. McLeod & Company, Managing Agents, Ahmedpur-Katwa, Bankura-Damoodar River, Burdwan-Katwa, Kalighat-Falta and Jessore-Jhenidah Railways.
The Managing Agents, Arakan Light Railway.
The Governments of Madras and the Punjab, Public Works Department.
The Government of Burma, Commerce and Industry Department.
The Government of the Central Provinces, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore.
The Honourable the Agents to the Governor-General in Rajputana and Central India.
The Honourable the Agent to the Governor-General and Chief Commissioner in Baluchistan.
The Honourable the Chief Commissioner and Agent to the Governor-General in the North-West Frontier Province.
The Agents, North-Western, Oudh and Rohilkhand and Eastern Bengal Railways.
The Managers and Engineers-in-Chief, Gondal, Jamnagar and Junagad State Railways.
The Manager and Executive Engineer, Morvi Railway.
The Senior Government Inspectors of Railways, Circles Nos. 1, 2, 2-A to 7.
The Secretary, Indian Railway Conference Association.

thereof be kept open for inspection at railway stations as directed by sub-section (6) of the same section; also that a copy of this Resolution and of its enclosure be communicated to the Local Governments and Administrations and to the officers noted on the margin for information and necessary action; and to the Local Governments and Administrations and to the officers noted on the margin for information.

Enclosure to Railway Department (Railway Board) Resolution No. 198-T.—20, dated 28th April 1921.

AMENDMENTS IN CHAPTERS II, V AND XIII, PART I AND IN CHAPTER III, SCHEDULE I, PART II, AND REVISION OF SCHEDULE VI, PART II, OF THE GENERAL RULES OF 1906 FOR WORKING OPEN LINES OF RAILWAY.

Part I, Chapter II, Rule 44 (c).—For *the existing* Rule 44 (c) substitute *the following*:—

On a single line worked on the Absolute Block System—if the obstructing of the line outside the Home Signal or, if there is no Home Signal, the outermost facing points in the direction of an approaching train is permitted under Rule 110, a shunting board (bearing the words "shunting limit" on the side which faces the station, and fitted with a lamp, showing a white light in both directions to mark its position by night) or an advanced starter, to be fixed at a distance not exceeding two hundred yards from the facing points, to mark the extreme limit up to which such obstructing may be permitted.

Part I, Chapter V, Rule 110.—For *the existing* Rule 110 substitute *the following*:—

Obstructing the line outside the Home Signal, or the outermost facing points if there is no Home Signal, shall only be permitted when a shunting board or an advanced starter is provided in accordance with Rule 44, sub-rule (c) and under special instructions which take into consideration the speed, weight and brake power of trains, the gradients, the position of the outer signal and the distance from which that signal can be seen by the driver of an approaching train.

Part I, Chapter V, Rule 111.—For *the existing* Rule 111 substitute *the following*:—

If the necessary signals are kept "on" shunting may be carried on either:—

(*a*) between shuting boards or advanced starters subject to the provisions of General Rule 110, or

(*b*) between the Home Signals, if there are no shunting boards or advanced starters, or

(*c*) between the outermost facing points, if there are no Home or Starting Signals or shunting boards.

Part I, Chapter XIII, Rule 201.—*After* Rule 201 (2) *add* the following as Rule 201 (3):—

(3) The ticket referred to in clauses (1) and (2) of this rule shall be coloured as follows:—

(*i*) Down main line line-clear on white paper, plain.

(*ii*) Up main line line-clear on salmon colourd paper with vertical red bands on both faces.

(*iii*) Down branch and loop line line-clears on white paper with three black corners on both faces and superscription in the fourth corner distinguishing between "branch" and "loop."

(*iv*) Up branch and loop line line-clear on salmon coloured paper with vertical red bands on both faces, and three black corners on both faces, and superscription in the fourth corner distinguishing between "branch" and "loop."

(*v*) If two branch or loop lines leave from the same end of a station, one branch or loop line line-clear will have the three corners blocked in on both faces as in Rule 201 (3) (*iii*) above, the blocks being in the form of black triangles. The other branch or loop line-line-clear will have black circles in the three corresponding corners on both faces.

If there are more than two branch or loop lines, line-clears of the remaining branches or loops will be distinguished by a large initial letter in a thick circle in corresponding corners on both faces.

Part I, Chapter XIII, Rule 201-A.—*After* Rule 201-A (2) *add* the following as Rule 201-A (3):—

(3) The caution order referred to in clause (1) of this rule shall be on green paper, both faces being green.

Part I, Chapter XIII, Rule 217.—*For* 217 *read* 217 (1) and *add* the following as Rule 217 (2):—

(2) Tickets issued under Form I referred to in clause (1) of this rule shall be coloured as in Rule 201 (3). Tickets under Form 2 referred to in the same clause, shall be coloured as follows:—

(*i*) Conditional line-clears for down main and up main lines to have additional green bands on both faces.

(*ii*) Conditional line-clears for branch and loop to have, both in the case of up and down directions, additional green bands on both faces.

Part I, Chapter XIII, Rule 218.—*After* Rule 218 (2) *add* the following as Rule 218 (3):—

(3) The caution order referred to in clause (1) of this rule shall be on green paper, both faces being green.

Chapter III, Schedule I, Part II, page 4.—Substitute *the following* for *entries* "Methyl Alcohol" to "Ethyl Chloride":—

1	2	3	4	5
Bisulphide of Carbon Collodion Ether Petroleum Ether (Gasolene) Amyl Alcohol Fusel Oil	(*a*) Packed in stoneware jars or glass stoppered bottles standing upright in wooden cases filled with chaff or saw-dust mixed with coal-dust, wood ashes, chalk or sand. A 10 per cent vapour space to be left in each jar or bottle. Amount limited to one jar or bottle per case. (*b*) Packed in strong metal drums provided with screw stoppers and caps soldered on. A 10 per cent vapour space to be left in each drum. Amount limited to 4 gallons per drum.	The words "highly inflammable" must be distinctly marked on each package by the sender.		Not carried by passenger train.
Methyl Chloride	Packed in strong metal drums and provided with screw stoppers and caps soldered on. A 10 per cent vapour space to be left in each drum. Amount limited to 14 gallons in each drum.			

Delete entry Amyl Alcohol or Fusel oil and the remarks shown against the entry in colum 2.

Substitute the following *for* items, "Benzine or Benzole" to "Petroleum and other hydrocarbon oils, etc."

1	2	3	4	5
Rectified Spirit Spirit of Wine Absolute Alcohol Methylated Spirit Industrial Alcohol Mhowa Spirit Alcohol Denatured Butyl Alcohol Petrol Motor Car Spirit Motor Spirit	(*a*) Packed in stoneware jars or glass-stoppered bottles standing upright in wodden cases filled with chaff or saw-dust mixed with coal dust, wood ashes, chalk or sand. A 10 per cent vapour space to be left in each jar or bottle. Amount limited to one jar or bottle per case. (*b*) Packed in strong metal drums provided with screw stoppers. A 10 per cent. vapour space to be left in each drum. Amount limited to 150 gallons in each drum. (*i*) The drums or receptacles containing the goods must be made of gastight tinned or galvanized sheet iron, steel or lead plate, and fitted with well-made filling holes and well fitting screw-plugs, or	None of these articles shall be accepted unless sender produces a license, provided that a license shall not be required for quantities not exceeding three gallons. In the case of all "KEROSINE OIL" and all "PETROLEUM" and "OTHER HYDRO-CARBON OILS" senders to declare on the Consignment Note whether the flashing point is below or at or above 76° Fahr, and the Railway staff to enter the same on the Railway Receipt and Invoice. Tank of motor cars and motor cycles, when tendered for carriage should be examined to	Must be despatched in through vehicles to destination or to junction at break of gauge.	Other commodities which are not explosives and not dangerous goods, may be loaded in the same vehicle with these liquids, provided that they are well separated from them. These liquids may be carried by Brakevan of Mixed or Passenger train in

1	2	3	4	5
Gasoline (petrol) Benzole Benzol Benzine Benzene Benzoline Acetone Naptha Mineral Spirit Varnish Kerosine or Paraffin Oil, dangerous, *i.e.*, having a flashing point below 76° Fahr subject to the proviso in Section 2 (*b*) of the Indian Petroleum Act, 1899.	with screw cap or other cap with metal airtight under-cap and they must be packed in strong wooden cases, the thickness of the wood to be not less than three eighths of an inch; provided that wood cases shall not be necessary where the drums or receptacles are made of tinned or galvanized sheet iron or steel and have the following thickness of metal.— Not less than B.W.G. (1) When the capacity does not exceed 2 gallons .. 27 (2) When the capacity exceeds 2, but does not exceed 4 gallons .. 22 (3) When the capacity exceeds 4, but does not exceed 8 gallons .. 20 (4) When the capacity exceeds 8, but does not exceed 20 gallons .. 16 (5) When the capacity exceeds 20, but does not exceed 30 gallons .. 14 (6) When the capacity exceeds 30, but does not exceed 40 gallons .. 12 (7) When the capacity exceeds 40, but does not exceed 65 gallons .. 10 (8) When the capacity exceeds 65 gallons B.W.G. (ii) The drums or receptacles must be so substantially constructed and secured as not to be liable except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit. A certificate must be entered on the Consignment Note by consignor to the effect that an air space of at leat one-tenth of its capacity was left in each drum or receptacle at time of filling. (*c*) (1) In Tank wagons of a design approved by the Railway Board and which must be in good condition and free from leakage when used for conveyance. (2) Tank wagons must have a label attached, printed in conspicuous characters bearing the words "highly inflammable," and stating the precise nature and name of the contents, and the names and addresses of sender and consignee. Tank wagons must in no case be loaded beyond their weight carrying capacity. (3) Filling and emptying of Tank wagons must be permitted in daylight. (4) Tank wagons must not be filled or emptied within 20 yards of a flame or furnace, nor at any place where the wagon is exposed to sparks. (5) In filling any tank wagon an air space must be left, of not less than 10 per cent, of the total capacity of the tank. (6) The lid and all in-lets and out-lets of the Tank (whether loaded or empty) must be properly secured and closed airtight.	see that they are empty, thoroughly clean and free from vapour. The chief danger to be apprehended is from leakage, as the vapour of these goods is heavier than air and is inflammable. The vapour is also explosive when mixed with certain proportions of air in a confined space. Wagons containing these inflammable liquids should not be placed next to the engine of rear Brakevan, but should be separated therefrom by at least three wagons not loaded with explosives or other traffic of an inflammable nature. The words "highly inflammable" must be distinctly marked on each package by the sender. Drums or receptacles in a damaged condition must not be accepted. Empty drums or receptacles should only be accepted if they are securely closed with bungs, plugs or caps and in the Railway Receipts granted to consignors the fact that the empties are all so closed should be stated.		drums or receptacles of not more than four gallons capacity up to a limit of twelve gallons in one train. The drums or receptacles must be carried in the rear brakevan which should be well ventilated. They must be placed as far as possible, from other packages in the Brakevan and from the rear tail light of the train.

Page 5.—Delete entry ACETONE (soluble in water in all proportions), and the remarks shown against it.

Page 6.—Delete entry SPIRIT VARNISH and the remarks shown against it.

Delete entries SPIRIT OF WINE AND SPIRIT, METHYLATED and the remarks shown against these.

Page 7.—For the entries "Kerosine or Paraffin oil," etc., and Petroleum and other hydrocarbon oils, etc., appearing in column 1, *substitute*:—

Kerosine or Paraffin oil, non-dangerous, *i.e.*, having a flashing point at or above 76° Fahr., subject to the proviso in Section 2 (*b*) of the Indian Petroleum Act, 1899.

Gas oil.

Liquid fuel.

Petroleum and other hydrocarbon oils, non-dangerous, *i.e.*, having a flashing point at or above 76° Fahr., subject to the proviso in Section 2 (*b*) of the Indian Petroleum Act, 1899.—

Turpene,

Rosin oils,

Batching oil, and

add the following as a separate entry in column 2 :—

"Liquid fuel, provided it has a flash point at or above 150° Fahr., may also be carried in wooden casks."

Page 9.—Substitute the following for the existing entries in columns 1 and 2 in regard to "Acid, Hydrochloric or Muriatic or Spirit of Salts" and Acid, Nitric or Aquafortis":—

1	2
Acid, Hydrochloric or Muriatic or Spirit of Salts.	Must be well secured in stoneware jars, or glass-stoppered bottles, standing upright in cases; the inside packing of these cases must be of ashes, free from cinders or of chalk, sand or dry earth. The inside packing of the cases containing Acid, Hydrochloric or Muriatic or Sprit of Salts may be of straw or refuse cheap enough for packing such as grass, wood-shavings, etc., and this acid may also be carried in glass or earthenware carboys of not more than 12 gallon capacity, packed securely in iron crates with straw, or refuse cheap enough for packing such as grass, wood-shavings, etc. The carboys should be securely bunged or stoppered and luted, with their necks exposed. *Note.*—Acid, Hydrochloric or Muriatic or Spirit of Salts in glass carboys of not more than 12 gallon capacity may however, be packed in wooden crates or wicker work hampers as a temporary measure during the period of the war.
Acid, Nitric or Aquafortis.	Must be well secured in stoneware jars, or glass-stoppered bottles, standing upright in cases; the inside packing of these cases must be of ashes, free from cinders, or of chalk, sand or dry earth.

In the last two lines in column 3 against entry "Acid, Sulphuric, or Oil of Vitriol or vitriol" *for* "5 maunds" *substitute* "450 lbs."

Insert the words "which must be certified in writing by the consignor" *after* the words "specific gravity of 1·250 or below" in clause (*i*) in column 2 against entry "Acid, Sulphuric, or Oil of Vitriol or Vitriol."

Pages 9 and 10.—Add the following as clause (*vi*) in column 2 against item "Acid Sulphuric, or Oil of Vitriol or Vitriol" :—"May also be carried in tank wagons of an approved design and of a carrying capacity not exceeding 20 tons."

Page 11.—Delete the item "Tri-Nitro-toluol" and the entries relating thereto.

Insert the word "metal" *between* the words "or" and "cases" in the second line of paragraph 1 of the rule in column 2 against "Carbide of Calcium."

Substitute the following for the existing ruling shown in column 3 against "Acetylene, etc.":—

Every cylinder shall have permanently and conspicuously marked upon it or upon a brass plate soldered to it the name of the manufacturer and the words "Acetylene compressed into porous substance exempted by the Notification of the Government of India in the Department of Commerce and Industry, No. 596-D., dated the 6th December 1919;" and every cylinder shall bear a label

giving the date when it was last charged together with the name of the firm by which it was charged, the address of the last charging station and the maximum pressure allowed in the cylinder. Every cylinder capable when empty of containing one cubic foot of water or more and manufactured after the date of this notification shall have stamped upon it the name or the trade mark of the manufacturer and the serial number of the cylinder.

and in column 1 *for* the words "Notification No. 706-39, dated the 30th January 1915" *read* "Notification No. 596-D., dated 6th December 1919."

Pages 11-12.—For the rule "If any Carbide of Calcium is wetted .....its bulk of water" in column 3 against "Carbide of Calcium" *substitue* the following :—

"If any Carbide of Calcium becomes wetted while in the possession of a railway for transport, it shall be destroyed by immersion in deep water. If, however, deep water is not avilable, the wet Carbide of Calcium shall be spread out in the open in an isolated position, all precautions being taken to prevent lights being brought near until the material has given off all its gas."

Pages 12 and 13.—Insert the following as note (*f*) in column 2 against entry "Compressed Atmospheric Air" to "Compressed or liquefied Sulphurous Acid Gas":—

"In the case of cylinders for Anhydrous Ammonia the greatest pressure of gas must be assumed as 1,000 lbs. per square inch and at that pressure the stress in the metal must not exceed 6 tons per square inch for wrought iron or 7 tons per square inch for steel."

Insert the entry "Compressed Ammonia Gas or Liquefied Anhydrous Ammonia" in the note "other commodities.....commodities" appearing in column 4 against the entries named above.

Insert the entry "Compressed Ammonia Gas or Liquefied Anhydrous Ammonia" in the note "Compressed.....brakevan" appearing in column 5 against the entries named above.

Page 13.—Add the following note below the first clause in column 2 against the items matches, safety and matches, non-safety."

[*Note.*—During such time as, owing to the war, the present difficulty of obtaining materials exists, Matches, non-safety, may be packed in strong dust tight wooden cases with tar paper lining instead of the metal lining required above; but as card-board lining is safer than tar paper lining, the former should be used whenever possible. The thickness of the wood utilised in the outer case, should conform to that given in Clause (2) below.]

Schedule VI, Chapter III, Part II.—Pages 24 and 25.—Cancel the whole of this Schedule and *substitute* the accompanying revised Schedule VI.

SCHEDULE VI.

Acetylene.

No. 596-D.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

Notification.

EXPLOSIVES.

Delhi, the 6th December 1919.

In exercise of the powers conferred by Sections 17 and 6 of the Indian Explosives Act 1884 (IV of 1884), and in supersession of the Notification of Government of India in the Department of Commerce and Industry, No. 706-39, dated the 30th January 1915 :—

I. The Governer-General in Council is pleased hereby to declare that Acetylene, when liquid or when subject to a pressure above that of the atmosphere capable of supporting a column of water exceeding two hundred and fifty inches in height, and whether or not in admixture with other substances, or when in admixture with atmospheric air or with oxygen gas in whatever proportion and at whatever pressure, and whether or not in admixture with other substances, shall be deemed to be an explosive within the meaning of the said Act, subject to the following exception that if it be shown to the satisfaction of the Governor-General in Council that acetylene declared to be an explosive by this notification when in admixture with any substance, or in any form or condition, is not possessed of explosive properties, the Governor-General in Council may, by order, exempt such acetylene from being deemed to be an explosive within the meaning of the said Act.

Provided that nothing in this notification shall apply to acetylene in admixture with air when such admixture takes place only in a burner or contrivance in which the mixture is intended to be burnt: